

Minnesota Transportation Museum, Inc.

MINNEGAZETTE

Summer 1989





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MINNESOTA TRANSPORTATION MUSEUM RY



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Official Publication of the

**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

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CIRCULATION

The *Minnegazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class mailing for an additional \$5 per year charge.

SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editors' discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962, to acquire, restore, maintain, exhibit, and operate historical artifacts of land transportation. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, and the Stillwater & St. Paul Railroad in Stillwater, Minnesota.

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Bob Ball
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Thompson
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Summer Issue Photo Contest

It was announced in the spring issue that there would be a color photo contest. The results are in and the four best photos are published in this issue. All entries were of high quality and the decision was hard. I will not be ranking them, rather I'll let the photos speak for themselves. The winning photographers were; Bob Ball, Greg Koon, Mike Miller, and John Prestholdt. Thanks to all who took time to participate. Your photos will be returned to you shortly.

About The Cover: In this August 1984 view we see NP No 328 with a nine car train on its way to the Renaissance Festival, pausing for a photo stop near the Carver, MN water tank. The consist on this day was; NP 328, auxiliary water tank, NP 1102, GN 1096, GN Diner "Lake Michigan", CRI&P 2604 and 2608, GN 1097, GN 1213, and GN A-11 bringing up the rear. (Bob Ball Photo)

Inside Cover: During the summer of 1987, MTM acquired five ex-Lake, Superior, Terminal & Transfer Railway EMD diesel switchers from the Burlington Northern. Numbered 101 - 105, 101, 102, and 105 were put into servicable condition while 103 and 104 were put into storage with plans to put them back into service as soon as time and funds were available. Engine 102 was sandblasted and repainted in early 1988 as MTM 102 retaining its LST&T color scheme. On an autumn afternoon, Greg Koon captured 102 resting outside the new shop building at Jackson Street, the first day of October 1988. (Greg Koon Photo)

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1989 MEETING SCHEDULE

This is your official notice of Museum membership meetings scheduled for 1989. Please note them on your calendar or appointment book. The meeting schedule will appear in the *Minnegazette*, but separate notices will not be mailed for each meeting during the year. All meetings will begin at 7:30 p.m.

November 28: Annual Meeting
Northwestern National Life Building,
Washington & Marquette Avenues, Minneapolis.

Announcements

MTM Library

MTM now has a librarian. New member, **Kirk Jergens** has volunteered to help set up the library. The first step will be to design a cataloging system that covers books, photos, maps, drawings, timetables, and artifacts. A professional librarian, **David Gonsales**, has been retained to assist Kirk.

A necessary part of setting up the library is identifying materials temporarily stored by individual members. If you have material, please write Kirk and tell him what you've been holding. His address is:

Kirk Jergens
10666 Vessey Road
Bloomington, MN 55437

Minnegazette Mailings

Remember that unless you request and pay for first class mailing with your membership renewal, the Minnegazette is mailed third class. If you have moved recently please notify the membership secretary as soon as possible so that the Minnegazette and all other mailings can be sent to your new address. The post office does not forward third class mail, they throw it in the trash so if you have moved recently and haven't received your mailings, you probably didn't send us your new address. Send address corrections to:

William Cordes — Membership Secretary
PO Box 1796 — Pioneer Station
St Paul, MN 55101—0796

Ronald V. Nixon, 1911–1989

One of America's premier photographers, Ronald V. Nixon, died on May 24, 1989, after a long illness. He was best known for his many photographs documenting events and scenes of the Northern Pacific Railway. Virtually every NP annual report, public relations brochure, and magazine published in the 1940's through the 1970's contained one or more of his pictures.

Ron Nixon was born on April 16, 1911, in Gardiner, Montana, to William and Elizabeth Nixon, both of whom were NP telegraphers. As a youth, Ron became interested in both telegraphy and photography. He attended Montana State University and subsequently became a telegrapher and dispatcher on the NP. In addition to taking tens of thousands of pictures, he wrote many articles on railroad history, including a long series of stories on various NP locomotive types for the railroad's newsletter, *The Telltale*.

Ron was exceptionally generous in allowing others to use his pictures and providing information that he had about the Northern Pacific. Members of the Minnesota Transportation Museum can be especially grateful that Ron took an early interest in locomotive No 328 and snapped many photos of it. Without these we would have very little information about the history of this sturdy locomotive and its operation on the Grantsburg and Stillwater lines.

Although Ron Nixon is now gone, he left behind a remarkable photographic record of one of the country's major railroads. We are all his beneficiaries.

Thanks: Northern States Power Company for the donation of a GE 45 ton diesel electric locomotive.
 Ross Solmonson Centennial Elementary School Media Center, Richfield, MN for computer services.
 Wally Anderson for donation of railroad books and timetables.

Got A Question?

Just Dial

228 - 0263 FOR PUBLIC INFORMATION
228 - 9412 FOR MEMBERS INFORMATION

Ever wonder what's happening at Stillwater, Jackson Street Roundhouse, Lake Harriet this weekend? Are Stillwater trains running on schedule, and which pieces of track are crews working? Where are volunteers needed, and what will they be doing? Not sure who to call, and can't find your Minnegazette that might (or might not) give you the answer?

MTM had you in mind when we installed telephone lines with a regularly up-dated information message. Nick Modders revises the messages regularly to help members stay up to the minute on what's happening, where and when. Now, through the magic of electronics, no MTM member need stay home and housebound on weekends. Just dial the number and find out where it's at!

Letter to the Editor

Ed Note: It is usually my policy to keep museum politics and its dirty laundry out of the Minnegazette but since this issue has been coming to a head for quite a while and there are many misconceptions and versions of the situation, I have decided to include this letter to the Editor and will direct the editorial towards the subject of Mr Stein's comments and concerns.

August 16, 1989

Last night I witnessed a seduction. Was a crime committed? Should it be reported to the authorities? No, it was all perfectly legal. But I did see it before my very eyes. And I am saddened.

At last night's Board of Directors meeting, by a unanimous vote, I saw the Directors of the Minnesota Transportation Museum approve a By-Laws revision which re-combined the former "Railroad Division" and "Stillwater Division" into a single entity, titled "Railroad Operations", under a single Vice President of Railroad Operations. This change is to take effect January 1, 1990. The MTM's Constitution permits the By-Laws at any meeting of the Board of Directors if the if the proposal is an agenda item at that meeting. No provision requires public announcement or opportunity for membership participation or comment on the changes.

I would like to express my perspective of the By-Laws revision.

We obtained the Stillwater Branch of the Burlington Northern Railroad by deed in July of 1983. Over the next few years under MTM management, the line saw only sporadic operation. Only a few valiant maintenance workers even attempted to keep up with the rapid deterioration of a railroad, which occurs in Minnesota's severe climate.

In 1986, the Board of Directors recognized that the Burlington Northern had blessed us with a jewel in the rough, but that our management structure at that time, which put the branchline under the jurisdiction of the "Railroad Division", did not support the development of this resource. The By-Laws were revised to create a new management entity to take responsibility for the line and to serve at the Vice Presidential level on the Board of Directors. I was asked by the Nominating Committee, and then voted by the General Membership to take on this project as the first Vice President of the Stillwater Division.

We started in 1987 with 5.51 miles of right-of-way and deteriorated track, a trackage rights agreement allowing limited use of the BN's Stillwater Yard trackage, and \$800.00 dollars in debts which the previous management had chosen to assign to the new road.

Over the past three years, the Stillwater & St Paul Railroad has proven its viability as a self supporting entity, with a balanced operating budget near six figures, paid "dividends" to support other MTM activities, made track layout and land improvements, established operating agreements with the Minnesota Zephyr Dinner Trains, competent crews, training and personnel development, and excellent relations with governmental units through which we operate - a growing healthy organization.

And now she has become a victim of her own success. Her beauty and her modest income have made her an attractive target, and our Board of Directors could not resist the temptation. She has been brought back under a single management, to be married with other Museum functions which have no other reliable source of income.

Our present leadership promised before re-election to be "pro-Stillwater". A proposal by the President, published in the Minnegazette last year urged that the Board of Directors be elected "at

large", with each Director having interest in the museum as a whole. Superintendents were proposed to be responsible to this Board for specific areas of interest. The new By-Laws violate these commitments.

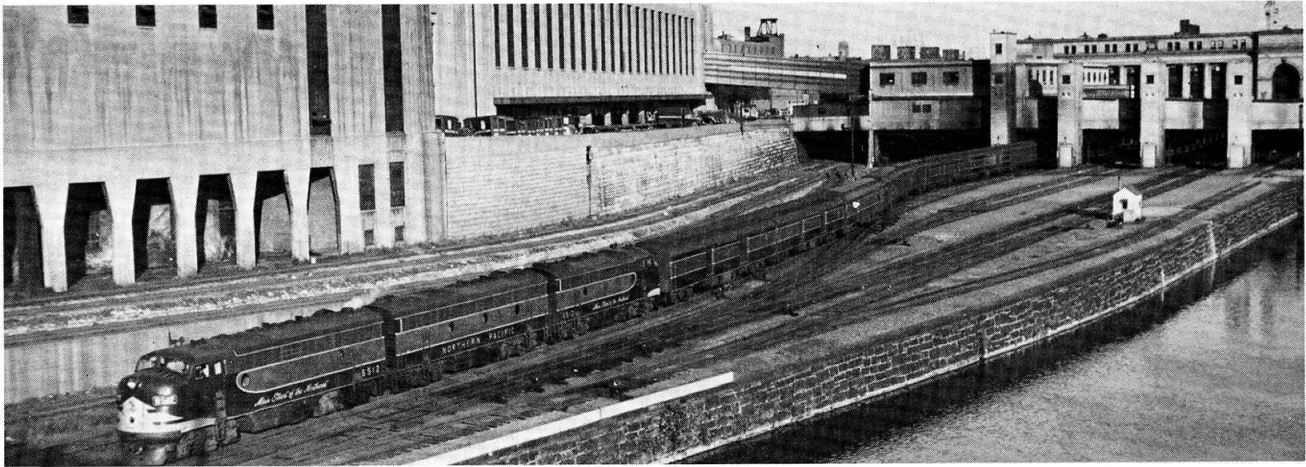
The new By-Laws make no provision for the continued success of the Stillwater and St Paul Railroad. Distinctions of accountability have been removed. The revenues earned will no longer be earmarked to return to Stillwater maintenance, improvements, or equipment rentals. Further temptations to blur the distinctions between various expenses and sources of revenue will be too great. Funds from Stillwater revenues will easily be siphoned off to support other ventures. Then the rape will be complete.

The results will not be immediately evident. Improvements and additions will slow, then cease. Then, maintenance will be cut back to allow more revenues to be diverted. Unless there are provisions for constant and continued maintenance, the line will deteriorate - slowly at first, but then with astonishing swiftness. We will begin to wonder why we get so many complaints from our tenant about uneven track, while at the same time we will complain about the Zephyr equipment being hard on our track. I hope for, and plea for, the sensibilities of a three fifths majority of the Board of Directors to rectify this error - before the real damage begins.

Yes, seduction is a sad thing indeed.

John Stein





Editorial

"Together we stand, divided we fall!"

How often have we heard that phrase quoted throughout our lives? Yet it continues to have a timely relevance. Take the recent, and past events related to us in the preceding Letter to the Editor for example. Mr Stein brings up many interesting points.

Although many of his premises are flawed and I disagree with much of his view points, I must respect the man. I am not purposely singling him out nor am I attempting a personal attack, it's just the mere fact that he was the only person that cared enough about the museum and his beliefs that he took the time to write. However much I may disagree, I have to respect him for standing up for what he believes in.

To begin with, regardless of how much we want to pretend it's not so, MTM is plagued with politics. The way many people vie for power in our organization rivals that of Wall Street and the most vicious hostile takeovers. I have to agree, the way in which the whole matter of putting the Railroad and Stillwater Divisions together was handled proved to be less than professional. The original proposal was so far out, that a large number of members signed a letter addressed to the Board advising them to rework their plan or expect legal action.

Obviously something is seriously

wrong with the communication link between the Board and our membership. Some directors took offense to this type of action by the members and resigned in protest. Can you believe it? The members of MTM are the museum but they only seem to matter when the annual meeting rolls around and the Directors need someone to vote for them. After that evening, the directors seem to become the museum. Politics!

Mr Stein was not present when the Stillwater Division was created so I'm not quite sure where he received his information but the entire division was set up as a result of politics. Because this guy didn't like that guy and so forth, separate divisions were set up so they wouldn't have to deal with each other except as one Director to another, in this way it mattered little who got along with who, they each had their respective charges.

There was one problem though. They both seemed to have duplicate responsibilities. Unfortunately this story was nothing new. A few years prior to this, before we owned our own rail line, an almost identical situation occurred when two separate divisions were suddenly in charge of the same area. Ironically, the Board at that time eventually dealt with the situation in a much similar, unprofessional manner. Two Railroad Divisions didn't work then, and under the new conditions, was bound for trouble again. Thus politics, not lack of interest or skill in management was

the original catalyst for the creation of basically two Railroad Divisions.

This is all water under the dam now, and better off forgotten but people just can't seem to leave it be. The first VP was appointed by the Board and was not Mr Stein as he believes. Although he must be given credit for advancing the S&StP during his term of office it was not a solitary effort, I'm afraid that many hard working museum volunteers have been robbed of the credit due them for making the S&StP what it is. Regardless of that fact, the S&StP is far from the rosy picture he and other members chose to paint.

Sadly, the very efforts of trying to create a new railroad museum in Stillwater has had a negative effect on the museum as a whole, driving members and the museum farther apart. How can the museum function under a double standard? Ever since the Stillwater Division was created and even before then, an us versus them attitude was forming. This is crazy! How can we say we are one museum and then turn around and govern ourselves as multiple museums. The acquisition of trackage does not justify the splitting off of a separate division to govern it.

An idea that many people lose sight of is the fact that railroad track, whatever it's condition, does not make a railroad. Many elements put together make up a railroad, with the most important part being it's people. The people give it a personality, they're the ones who make it work.

The biggest accomplishment that the Stillwater Division can lay claim to is driving away the volunteers, the very people who make the museum work.

Hasn't it ever struck you as odd that lately division reports are filled with more about contractors working on the track and contractors working on equipment restoration and maintenance? It's not because we are incapable of the tasks ourselves, but the fact that there is too much to do for the small group of dedicated volunteers that remain. Morale among the volunteers is the lowest I've ever seen. I don't blame the people for not volunteering, it's a thankless job and a person can only take so much trampling on till enough is enough.

By waiting until the Railroad VP was unable to attend a meeting, phoning the agenda to select members rather than mailing it out as is required, and then voting to eliminate the Railroad Division while the VP was absent and unable to defend himself, the Directors displayed extreme unprofessionalism. The membership should be commended for standing up for their rights and museum, to ensure that the elected Board did indeed represent the membership's interests. The efforts of the membership resulted in a Board meeting where all Directors were present, and an acceptable plan to merge the Railroad and Stillwater Division's together was drafted. The Directors proved they could function in a professional manner.

Possibly they recognized the fact that the only way MTM will be able to build a respectable railroad museum is together, not divided. Perhaps the current Board can put aside its differences and begin to work together toward the same goal. We have a choice, we can continue to promote the separation of the two Railroad Divisions and spread the dissention among the ranks, or pull ourselves up by our bootstraps, in typical MTM fashion, and work with each other.

I'm afraid the gloom and doom future for MTM predicted by Mr

Stein may come to pass if we continue to follow along the current path preferred by those such as Mr Stein. What will be next? Perhaps a Boxcar Division, Coach Division, Speeder Division. Where will we draw the line? They contend it should be separate because it's a railroad line, well one can see the absurdity of the situation as we continue to make a separate division for each aspect of our railroad.

No, I'm afraid the only way the S&StP will hold together will be under one complete division. May I ask what is so terribly wrong with Jackson Street Roundhouse, the Stillwater rail line, and rolling stock all being contained in the same division? As I recall, that's the way it works in the Traction Division. No separate Board member responsible for each aspect of the traction railroad.

After all, those elements combined are what makes the railroad! The railroad can't survive without a backshop. One can contract out all the work they want but the bills add up and in the end the bills will far outnumber the ticket receipts. The bank won't care much if an 80 year old steam locomotive is cut up for scrap or one of the first rail lines in Minnesota is ripped up.

Similarly, the backshop cannot survive without the rail line. Donations only go so far, and even with volunteer workers, a railroad is increasingly expensive to maintain. There must be a way in which the railroad can generate revenue to cover its expenses and hopefully make a modest profit. Without a rail line it can prove a bit difficult to accomplish.

Rolling stock is also vital to a railroad. Without it there would be no use for the rail line, seems pretty simple. So our interdependence is a circle. All of the aspects are interrelated, like the pieces of a puzzle, nonsense alone but a beautiful picture when assembled. With this in mind, how can two separate railroad divisions be more than an embarrassment to our intelligence and

a barrier to a more unified museum?

It will be a challenge for the 1990 Board of directors to put the politics of the past, into the past and start fresh with a new dedication towards the interests of the membership and get back to the basics of the museum, its purpose is clearly written in the By-Laws. I also offer a challenge to folks who feel as Mr Stein does, that the museum will soon fall apart under the new management design: come out and volunteer to work in the no glory jobs of the museum such as restoration and maintenance of not only cars and locomotives, but track and buildings as well. It's fine to volunteer for the glory jobs like running the train but that should be your reward for time well spent in the not so illustrious jobs around the shop and maintenance-of-way department.

Remember that membership doesn't instantly grant a person the right to run the equipment, it must be earned through proper training and time spent in restoration and maintenance. That's the way it has been and the way it should be, the whole livelihood of MTM is based on volunteers, but why will people volunteer if the volunteers have nothing to aspire to? Yet it seems that newer members are losing sight of this fact. So if you really feel as though MTM will wither away after attempting to work together as one unit, volunteer and convince others to volunteer as well to ensure that it doesn't meet that fate. What was that old quote again? That's right, "Together we stand, divided we fall." Think about it will you?



President's Message

MTM has reorganized many times in the past. It happens as the museum's needs change, and it happened again at the August Board meeting. The Railroad and Stillwater Division's were merged together. There will now be a single Vice president of Railroad Operations.

Please note the demise of the term **Division**. Everyone agrees that a word meaning **divide** has caused its share of trouble over the last few years. The Stillwater Division was created because the Railroad Division wanted to run mainline excursions, not regular operations at Stillwater. The rift between the two divisions persisted as there were disagreements over equipment usage. I remember a serious proposal requiring the Stillwater Division to sign a lease agreement for the use of Railroad Division rolling stock.

That sort of attitude is destructive of course. A corporation that fights

among itself won't get much done, yet fight we did. Without going into the details, there were some pretty dramatic Board meetings this year. Tempers ran high and feelings were hurt, but what emerged was unanimous support for Stillwater and for a single Vice President.

The change will be effective January 1, 1990. When you vote for officers this fall, there will only be one Railroad position on the ballot.

The new VP will face a simple dilemma, where to spend the money. The Stillwater Superintendent will want it for trackwork and buildings. The Equipment Superintendent will want it for restoration, maintenance and acquisitions. The Vice President will have to weigh the priorities and budget as he feels best. Not everyone will like his choices, but that goes with the job. The Board will approve the budget and I hope the disagreement stops there and everyone supports the program.

Personally, I want both the Stillwater rail line and equipment

restoration to each get enough to meet their basic needs. I don't want anyone to feel exploited or passed over. With Stillwater generating over \$100,000 a year, that shouldn't be a problem.

Now the challenge is to find a candidate for the Vice Presidency who will be acceptable to both groups and who won't change his mind because of a little griping. The Nominating Committee has to find the right person.

Let me emphasize that I'm optimistic. The Railroad and Stillwater members worked very hard together to get Stillwater off the ground this year. Let's build on that success. Stillwater earns a lot of revenue, and it should be enough to meet all our needs.

Railroad Report

1989 has been a trying year. With the interest of volunteers dwindling, it gets harder to do the work that must be done. The few dedicated people that do volunteer are much



NP 328 in Bayport, MN for the Anderson Windowall Corporation's company picnic. The July 22 excursion train ran back and forth between Bayport and Lakeland Junction. (Bernie Braun Photo)

appreciated but are beginning to grow tired of the long thankless hours of restoration and maintenance. Regardless, the rolling stock was readied for the summer operating season. Locomotive No 105 and CRI&P coach No 2608 left the shop as close to on schedule as was possible.

During the month of July, NP 328 left the shop under steam for the first time since last fall. **Thanks to all who worked on the locomotive over the winter and spring so she would be ready for this summer's operating season!** Although I prefer to refrain from listing members who worked on a project because someone is bound to be forgotten and will feel slighted, I want to especially thank **Jim Annett**, one of our machinists and welders, who spent many long winter hours working on 328 and missed out on the fruits of his labor after a foot injury, just before the seasonal trial run, left him on crutches with his foot in a cast for the entire summer.

The locomotive ran flawlessly on its

test run and was readied for the Anderson Window company picnic, July 22, 1989. July 23, a month of steam on the S&StP began and 328 ran every weekend with the exception of four days when the engine was down due to steam leaks that developed over the course of operation in the rear flue sheet. After nearly all of the 265 flues were rolled, the locomotive was returned to service until coal the consistency of sand and baby powder forced steam operations to cease one day early.

The firemen that day will attest that locomotives designed to burn large sized lump coal will not burn coal powder. Some good coal remained at the bottom of the pile but mixing the two only made matters worse. With coals of two different heat ranges the hotter coal melted the cooler coal's ash and the two fused together into a goo that covered much of the firebox. The powder didn't even get a chance to burn as it was immediately sucked off the shovel and out the stack by the draft. Combine that with the few flues that were still leaking and it's no wonder she wouldn't steam.

Because only the poor, powder coal, which had been brought down from the roundhouse in a penny-pinching move, remained in Stillwater for use, the last Sunday of steam operation was suspended. 328 returned to St Paul on the Burlington Northern, cold. She will no longer be kept at the Minnesota Commercial Roundhouse and is now at Jackson Street. NP 2156 will follow in October, along with our machine shop car (NP baggage 234), and CB&Q Doodlebug No 9735, ending another era in the MTM's railroad history.

I also want to thank all the crews who worked on 328 while she was in Stillwater and especially the crews who took care of her on the ferry moves to and from the S&StP.

Restoration and maintenance projects will continue at Jackson Street throughout the winter now that we have a substantial yard and an indoor shop building. Please consider coming out and volunteering a Saturday or Wednesday evening on equipment restoration.



Sunday, July 23, 1989 marked the first day of steam operation in Stillwater for the 1989 season. In Downtown Stillwater, steam would be replacing diesel power for a change as LST&T 105 and crew made up the train while, NP 328's Engineer and Fireman serviced the locomotive. (Bernie Braun Photo)

Current Acquisitions of Interest:

As trains and streetcars run through the summer, MTM continues to acquire new equipment and other items.

Thank You

We'd like to thank **Wally Anderson**, a former officer of the Minnesota Railfans Association during the 1950's. Wally donated his collection of railroad books, time tables, and other artifacts.

NP Buggy

MTM has acquired a second Northern Pacific wooden caboose. NP caboose No 1294 is a few years older than our NP No 1631 currently under restoration, both being built prior to 1906. The 1294, is complete inside and out with the exception of trucks, its steel center sill frame, air brake equipment, and drawbars. The caboose was a donation and **Art Pew** paid for the cost of transportation by truck to Jackson Street.

E-8.....Maybe not

In June, MTM received word that METRA, the Chicago commuter rail authority, had donated an ex-C&NW E-8 No 522. A month later, METRA sent a letter stating that due to federal regulations, the donation could not go forward. The E units will be put up for sale instead.

St Paul, Minneapolis & Manitoba Coach

For several months, MTM has been working with the Great Northern Historical Society to acquire an original St Paul & Pacific coach dating back to the early 1870's. This relic has been in private hands for years near Great Falls, MT. The carbody is without trucks and has no interior furnishings. It has been out in the weather so it will need a lot of work. Even so, it's inspiring to see the letters StPM&M on the inside of the clerestory glass. The GN group is trying to raise money to truck it to St Paul. MTM would house it in Jackson Street.



Wooden NP caboose No 1294 as she sits outside Jackson Street Shop, September, 1989. (Bernie Braun Photo)

Mann McCann Spreader

Until a few years ago, the Maxon Corporation built specialty rail cars in St Paul near Como Avenue and Dale Street. It was formerly the St Paul Foundry Co. In the 1920's it built a machine designed to compete with the well known Jordan Spreader. Called the Mann McCann Spreader, it has a plow and wings for ballast spreading, ditching, or plowing. Surprisingly, one of these machines has been discovered intact on the Burlington Northern in Yakima, WA. Numbered 972602, it appears to be completely original except that its arch bar trucks have long since been replaced. Contact is being made with the BN and Central Washington (the BN successor in Yakima) to determine if the machine is available.

GE Centercab

With help from **Ross Hammond**, Northern States Power Co has agreed to donate a GE 45 ton diesel switcher. It is fully operational and worked at the Sherco plant in Becker, MN. The locomotive was shipped to JSRH via the BN and after some minor reassembly work, the little engine runs like a charm.

Trailer

MTM has acquired a heavy duty, three axle ramped trailer. It will be used to haul tractors, fork lifts,

loaders, speeders, tampers, and other large equipment from Jackson Street to any site where it is needed. This will dramatically improve MTM's flexibility to use its own equipment and prevent expensive rentals. The purchase was made possible by an O'Neil Foundation grant.

Last item, **Hudson Leighton** has resigned as the chair of the Acquisitions and Dispositions Committee that advises the Board of Directors. We need a new chair. Interested persons should contact Aaron Isaacs.

Stillwater Report

Operations began on Memorial Day. Things are more routine than last year, but there continues to be adjustments. For example, crew calling procedures have taken a while to settle down. **Ward Gilkerson** has been calling diesel engineers, firemen, brakemen, and conductors while **Ken Snyder** has been responsible for steam crews. **Tom Dethmers** called car attendants through mid-July. For a short time **C.J. Olson Market Research Inc** acted as paid crew callers until **Tom Neuhaus** volunteered in early August. In any event, we are moving toward the Como-Harriet model, with schedules and rosters mailed to all



A Sunday afternoon in September, 1989 finds LST&T No 105 rounding the curve to the North of Oak Glen. Summer will soon come to an end and so will the operating season. (Aaron Isaacs Photo)

crew members, and with each person responsible for finding a sub if he or she can't show.

Equipment went down to the wire this year. CRI&P coach No 2604 spent the winter in Stillwater and CRI&P coach No 2608 recieved cosmetic repairs over the winter at Jackson Street including; interior paint, seat covers, and windows (which had been removed from the car for the past eight years). LST&T SW-1200 No 105 arrived at Stillwater the third weekend of operations after recieving cab interior repairs, mechanical work, and an ex-Minneapolis, Northfield and Southern air chime. Thanks to **Lowell Saterbak, Anderson Windowall Corporation** loaned their SW-1 plant switcher No 3110 for the first two weekends or we wouldn't have been able to operate.

Ridership started quietly at about 150 per day. Advertisements with discount coupons have run weekly in Minneapolis, and St Paul newspapers, and at least one third of the passengers have used the coupons. An ad also ran in **Trains Magazine**,

and we were mentioned in the AAA's travel magazine. Ridership had grown to 300 per day prior to Lumberjack Days. Since the arrival of NP 328 on July 23, 400 passengers per day seems to be the rule.

Lightweight GN coaches No's 1097 and 1213, along with GN heavyweight observation A-11, came out for the Anderson Company picnic on July 22. All are still at Stillwater but due to some nagging mechanical trouble only No 1213 has seen any use. Fortunately ridership has yet to exceed the capacity of the three coaches.

After discussions with **Hooley's Super Valu**, the ticket booth was moved to the river side of the tracks. This moves the car parking away from the grocery store's main lot. The ticket wagon has always been a chore to staff. Most people would rather volunteer for train service than station operations. The temporary solution has been to hire Casey Johnson as a station agent. She in turn has brought in a second person when needed.

By the time you read this, the Duluth Junction extension will be complete except for some ballasting. Duluth Junction now consists of a runaround track and a much needed spur track for storing equipment. Considerable grading was needed in order to widen the right of way to accomodate three tracks. Railroad Specialties did most of the work.

Elsewhere in track work, Railroad Specialties changed over 100 ties, and ballasted and raised the track just East of McKusick Road by the Oak Glen Golf Course maintenance buildings. East of there on the curve that leads to Brown's Creek ravine, they changed out over 40 lengths of worn rail. In the meantime, Mortgen Jorgensen's volunteer crew has cut brush, installed stop signs, repainted crossing signs, and done spot tie replacement and track work. Later this year the Chicago & Northwestern's brush cutting machine will pay a visit.

There continues to be a conflict with the residents at Summit. As agreed with the Stillwater Township Board, MTM has erected a 10 foot wood

fence to screen the south side of the MTM property. Tree planting will follow before the year is out. Crew members are urged to avoid arguments with residents.

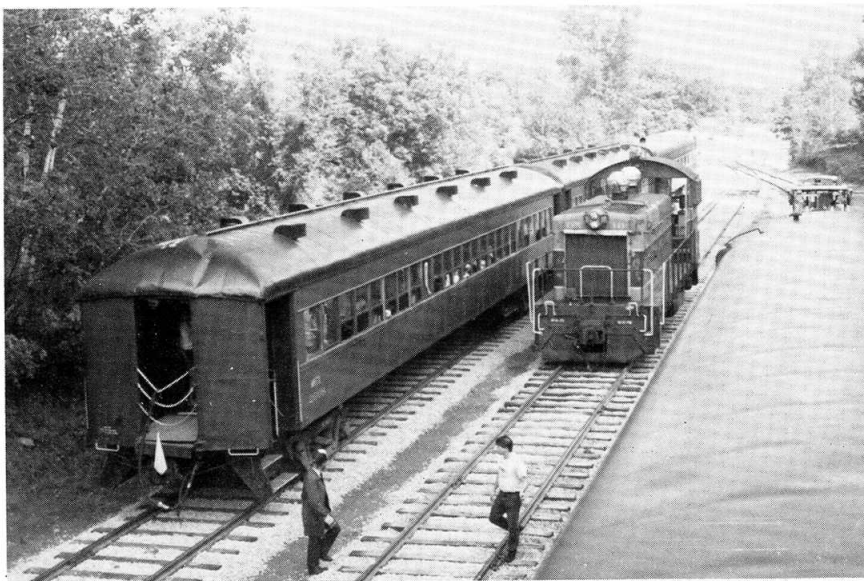
Turning to the Minnesota Zephyr, ridership continues to be good, according to owner, Dave Paradeau. From a low of three trips per week in the spring, the schedule was increased to seven trips during the summer and is expected to stay at least at that level through fall. The rolling stock recently got a fresh coat of blue, red, and silver paint.

There is still no movement on the long awaited land deal involving the Zephyr. It currently leases MNDOT land. The property, and perhaps the highway department maintenance yard directly South of it are to be sold to the City of Stillwater and then resold to the Zephyr. Paradeau then plans to build a depot and an engine house. MTM may become a joint tenant, but detailed discussions have not happened yet.

The recently adopted Stillwater River Front plan calls for the Zephyr and MTM to share the site. If Burlington Northern ever sells their Stillwater yard, the plan calls for a rail link to be kept open to the outside. President, Aaron Isaacs has testified before the City Council that a link is essential to both operations.

The Duluth Junction extension onto the old Wisconsin Central Right-of-Way was completed in August 1989. Locomotives now have the capability to run around their trains at the Duluth Junction, Summit, and Downtown Stillwater Stations. These six photos show the run around process at Duluth Junction. Crews set out their train on the mainline, then head out to the end of track, and back to the opposite end of the train for the return trip to Stillwater. (Aaron Isaacs Photos)





North Shore Scenic Railroad Dedicated

According to an item appearing in the Lake Superior Transportation Museum's "Laker", June 8, 1989 marked the dedication of the North Shore Scenic Railroad, the new operator of the ex-Duluth & Iron Range (DM&IR) Two Harbors-Duluth line. Festivities were held in the Duluth Union Depot and only invited guests were allowed to attend. Among the speakers for the occasion were, Governor Rudy Perpich, Don Shank, Liz Prebich, Chairperson of the Rail Authority, and others.



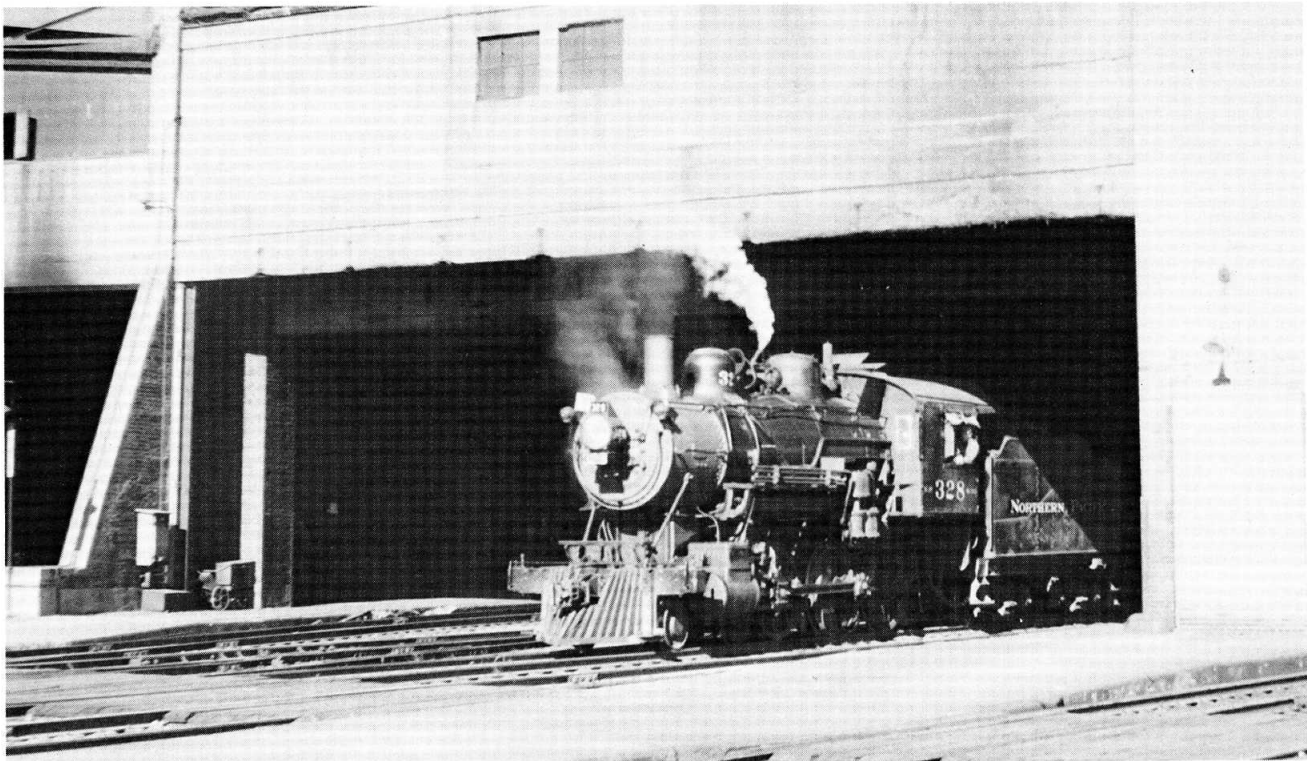
It was announced that the Rail Authority had signed a contract with Jack Haley to operate a dinner train on the new railroad. He currently operates the Cedar Valley Railroad and the Star Clipper dinner train in Waterloo, IA.

Guests were also given an opportunity to go for a short ride in the NSSR's Budd RDC-1. The RDC, NSSR's first piece of rolling stock, was purchased from the Blue Mountain and Reading and was placed in operating condition by members of the Lake Superior Transportation Club. In addition to the train rides, several museum lounge cars were open for inspection.



Present plans call for daily tourist train operation between the Union Depot and Glensheen with a run-around near 40th Avenue East. The RDC will operate one daily round trip between Duluth and Two Harbors with a Two Harbors-Knife River round trip before returning to Duluth.

The last train to operate on the line was an excursion train sponsored by the LSMT and the DM&IR to commemorate the 100th anniversary of the D&IR in 1984. DM&IR freight traffic had ceased on the line in 1982.



On the morning of September 18, 1949, in the expanse of the old Great Northern Minneapolis Depot, NP 328 softly steams while awaiting the departure of the "Lake St Croix Limited". (Ron Nixon Photo)

Prairies, Pacifics, and Ten Wheelers Steam Fantrips on the Stillwater & St Paul

—Jeffrey Braun

Although many of the current residents along the Minnesota Transportation Museum's Stillwater & St Paul Railroad their homes came first and then a rail line and smoky, noisy, steam locomotive was put in their quiet valley, history can attest to the fact that steam excursion trains were running through the valley long before their suburban homes were even a mere dream of some developer.

By the late 1940's there had emerged in the Twin Cities a group known as the Minnesota Railfans Association. A forerunner of the MTM, the group regularly organized fantrips over various rail and streetcar lines throughout Minnesota. While many were steam fantrips, they often were conducted in a RDC,

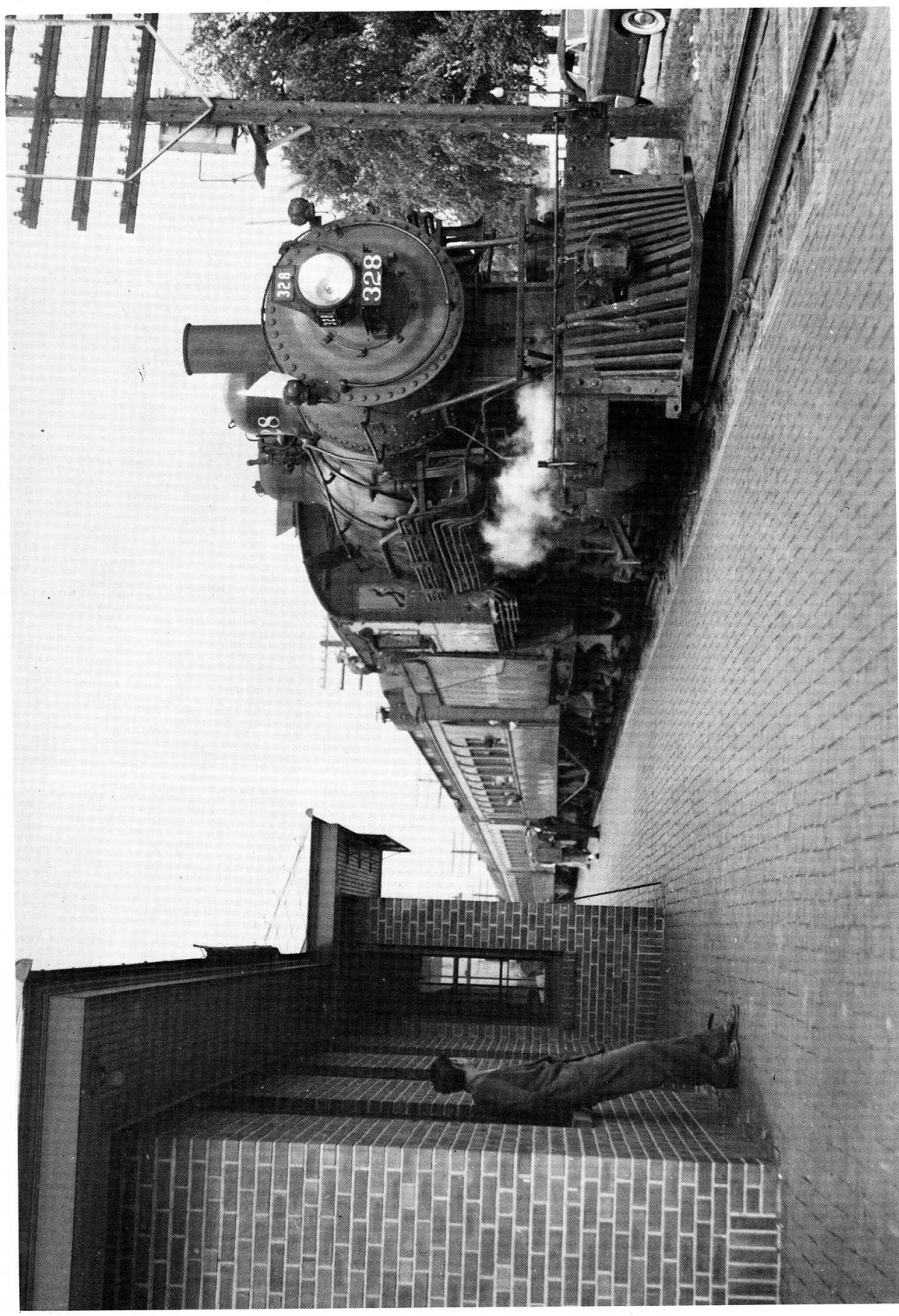
Doodlebug, Streetcar, and on occasion were powered by diesels.

The fantrips covered miles of numerous railroads, many now abandoned, but the Stillwater & St Paul seems to have been a favorite. The advantages of the Northern Pacific's Minneapolis-Stillwater line are quite apparent. Stillwater is close to the Twin Cities and located in the beautiful St Croix River valley. The rail line itself passes through some very scenic countrysides and small towns. Traffic was light on the line allowing a leisurely pace and frequent photo opportunities. Another bonus was the mountain grade which rules the line between Stillwater and White Bear Lake allowing the steam locomotives up front to put on quite a show of sights and sounds while working upgrade.

Thanks to MTM member **Marvin Mahre** we are able to relive the memories of two of these trips over the old NP. The morning of September 18, 1949, just a scant 40 years ago, members of the MRA arriving at the Great Northern Depot

in Minneapolis were greeted by the sight of NP S-10 No 328 and her four car train, of which, three cars were ancient, truss rod, composite wood and steel coaches, far removed from their original North Coast Limited assignment. The locomotive itself had bounced around quite a bit throughout its career. Originally built in 1905 as part of an order for the Chicago Southern, she was repossessed by ALCO in 1907 and resold along with nine other locomotives of the same class to the NP. Eventually settling down on the Taylors Falls branchline, she had just closed that line for good in 1948 and now spent time between the Twin Cities and Stillwater.

The excursion proceeded over the rails of the old Stillwater & St Paul Railroad from White Bear Lake where the S&StP split off the St Paul & Duluth Railroad. In 1948 there was still a substantial passenger depot in the town of Stillwater and the NP maintained a turntable at the North end of town. While the train was tied up in front of the depot, passengers gathered North of town to watch and

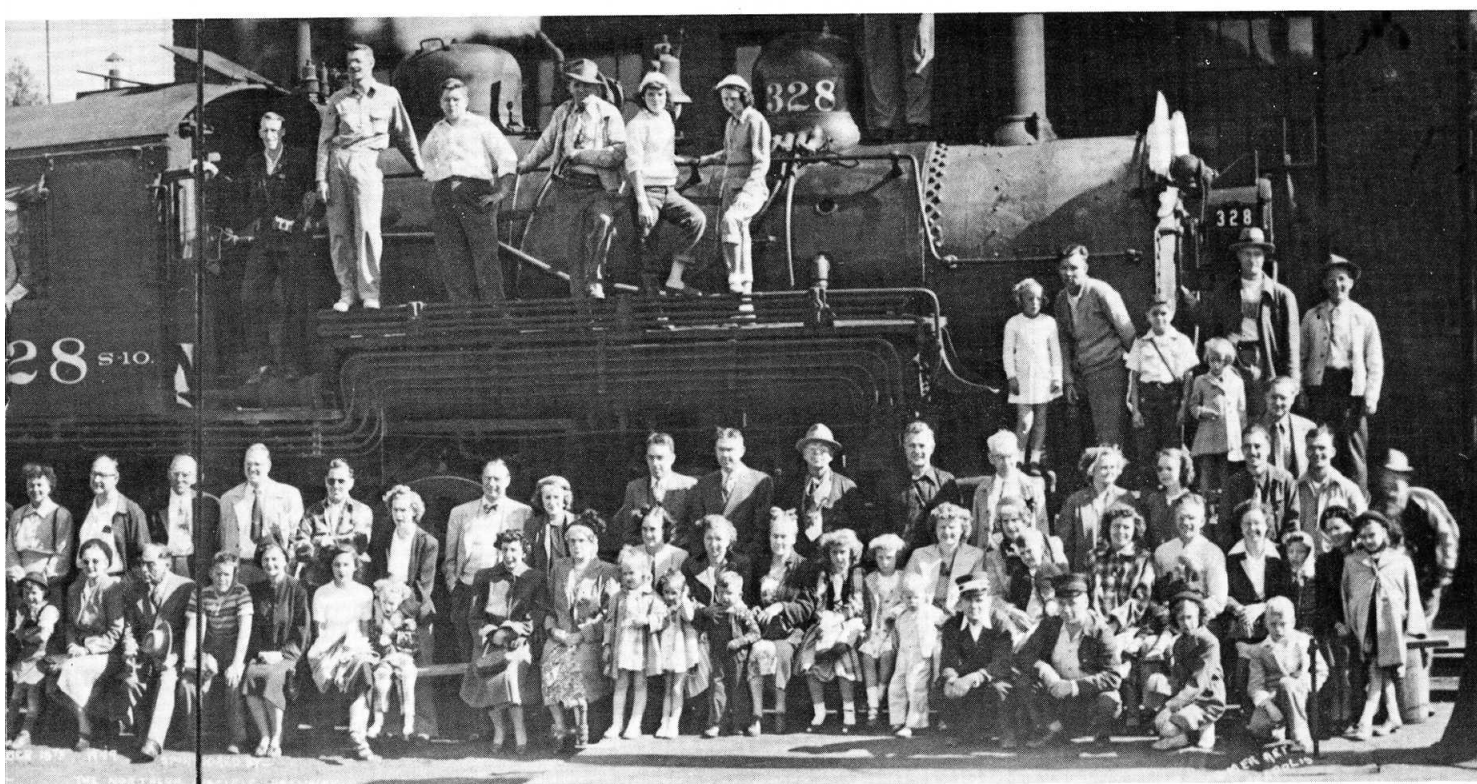


Page 16 bottom: MRA members pose on and around 328 and the "Lake St Croix Limited", possibly Mississippi Street? (MN Hist Society Coll)

Page 16 top: Can you identify this location? If you guessed Oak Glen, Northwest of Stillwater you were right. Heading toward Summit. (Marv Mahre Photo)

Above: The "Lake St Croix Limited" pauses at the White Bear Lake Depot on its return trip to Minneapolis. (Marv Mahre Photo)







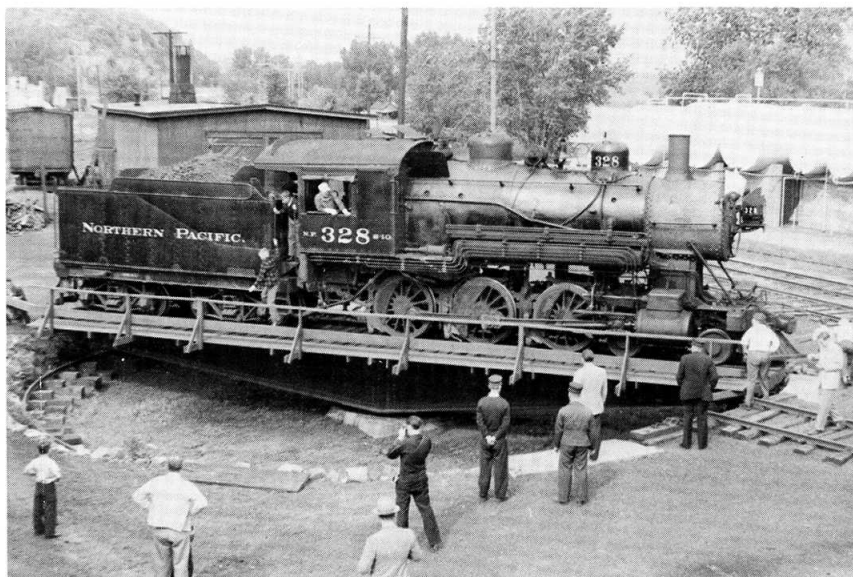
film 328 being spun on the old armstrong turntable. Once the locomotive was turned and the train put back together the trip returned to Minneapolis.

Another railfan trip over the old S&StP was somewhat more unique.

With NP 328 having been retired in the summer of 1950, she seemed destined for the same fate as nearly all the whitelined steamers that had preceded her. Thanks to the diligent efforts of the MRA, 328 was saved from the scrapper in August 1950. She was placed on display in a riverside park in the town of Stillwater, MN the summer of 1955. A doubleheaded steam fantrip brought members of the MRA to Stillwater for the dedication of 328 to its new home. Included in the consist were the MRA's specially constructed flatcars outfitted with seats and side railings for railfan trips.



The motive power on this day was probably some of the last steam power still operating on the NP in the Twin Cities. NP 4-6-2 No 2150, a Q-3 class, and 2-6-2 No 2457, a class T-1 were teamed up on the head end back to back since the Pacific couldn't be turned in Stillwater and the Praire was restricted from the Highway 95 bridge because of its heavy axle loading. The length of 2150 spread its weight over a larger area allowing it to cross the bridge with no problems. While 2150 took the train down into Stillwater, 2457 waited on the passing siding at Summit. The return trip must have been quite a sight as the pair blasted out of Summit toward White Bear Lake with their train. Maybe someone was there with their camera and would like to share their photos.



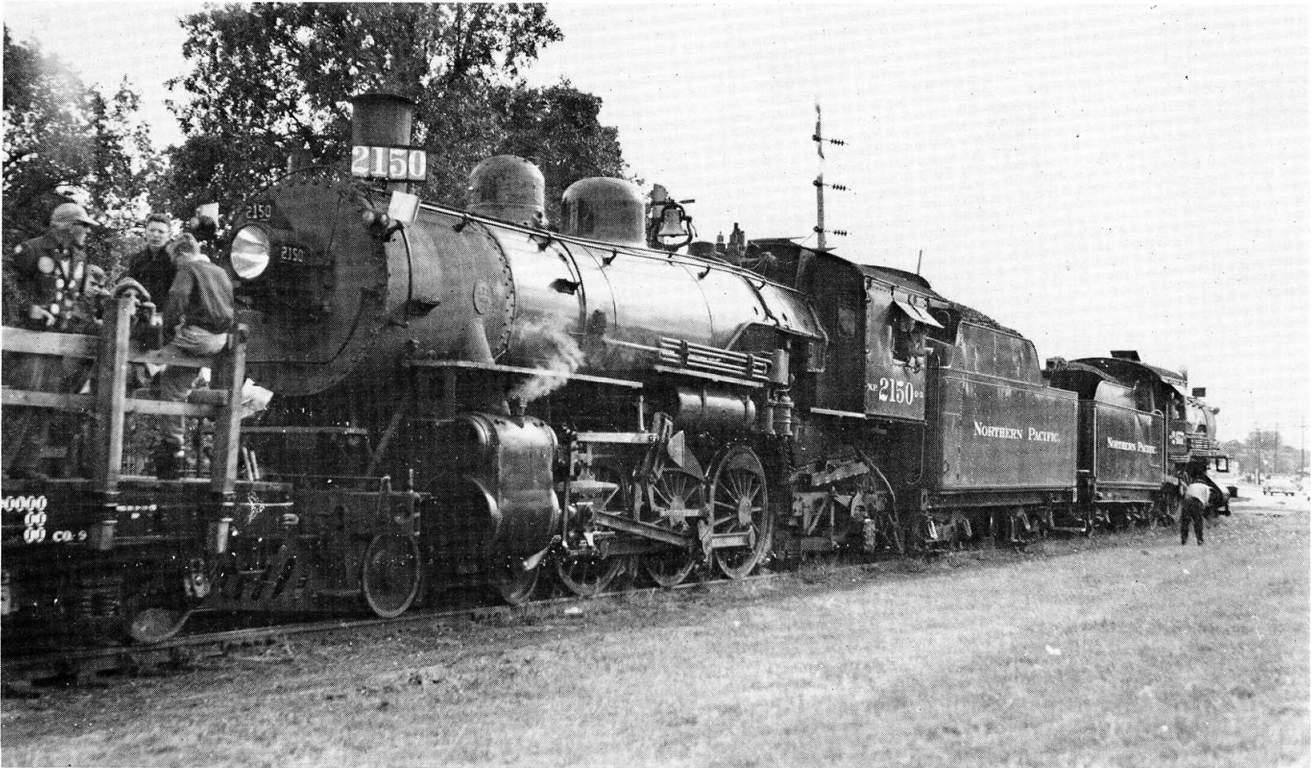
Finally, the ongoing tradition of S&StP excursions is continued by MTM as steam and diesel excursion trains traverse the line from Downtown Stillwater to Duluth Junction. Let's hope that things continue to go well for this scenic railroad and its rail line.



Previous page: Three views by Ron Nixon show the train arriving in Stillwater, 328 backing its train into the yard to cut off and head for the turntable, and 328 on the turntable. Above: NP 328 gets a ride on the armstrong turntable. Notice how clean the rear tender deck is. (Marv Mahre Photo)



In this Autumn view we see half of the motive power for the 1955 trip to Stillwater for 328's dedication as a park display. NP Q-3 2150 has just cut off its train in Downtown Stillwater and is running around for the return trip. It would be 26 years until 328 would run again. (Marv Mahre Photo)



The returning train pauses at White Bear Lake while passengers take photos and the crew inspects the train. The doubleheaded T-1 and Q-3 must've looked pretty odd to the local residents now used to the sight of EMD diesel switchers operating on the line. (Marv Mahre Photo)



Today, in 1989, NP 328 is still plying the rails of the old Stillwater & St Paul Railroad, only now the road is operated by the Minnesota Transportation Museum rather than the NP, and all aspects of the operation and maintenance are handled by volunteers. (Bob Ball Photo)

Minnesota Steam The Survivors

—Aaron Isaacs

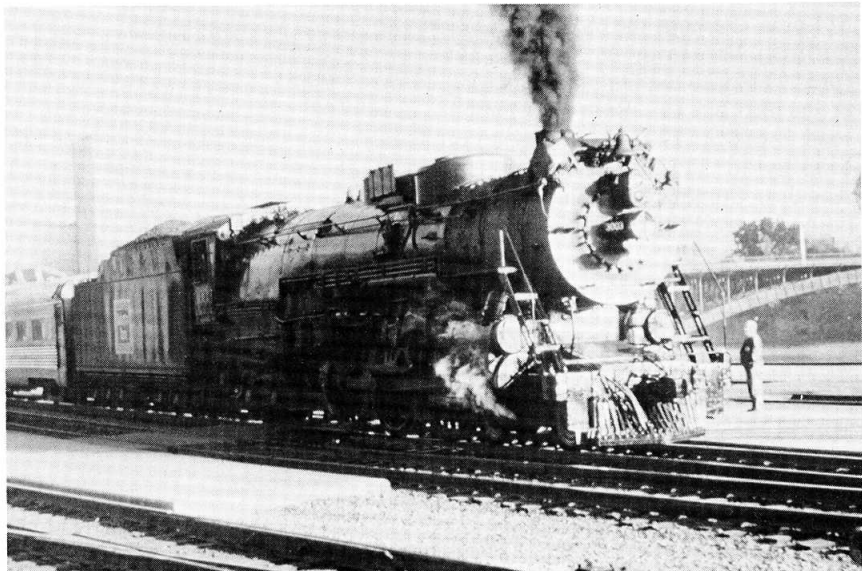
Have you ever wondered how many steam locomotives are left in North America? Thanks to the recently published **Steam Locomotive Directory of North America**, we now have a reasonably accurate account. It is a monumental research work in two volumes listing about 1875 surviving steam locomotives in the U.S., Canada, and Mexico. (Cuba, and other Latin American countries aren't included or the number would be higher.)

Author, J. David Conrad has been active in steam locomotive restoration with the **Illinois Railway Museum, Steamtown**, and currently is the Chief Mechanical Officer for the **Valley Railroad** in Connecticut.

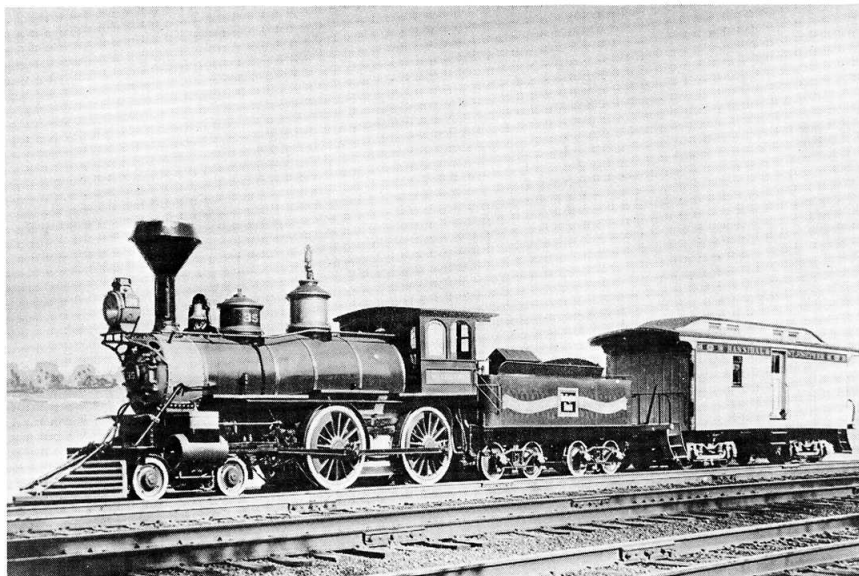
This is the sort of book you can pore over for hours. It has the vital statistics for each locomotive including: builder, serial number, date of construction, wheel arrangement, cylinder bore and stroke, boiler pressure, driver diameter, tractive effort, basic operating weight, type of fuel, wheel gauge, engine number, history of ownership, and its present status. And if that isn't enough, there are over 200 photographs.

I naturally wondered how many Minnesota engines were surviving. Fortunately the book is indexed by railroad. If one accepts the slightly flawed premise that all power owned by, say, Chicago, Burlington, & Quincy, eventually found its way across the state line, then there are 103 engines of Minnesota still around. One confession: I left out the Illinois Central which wandered into Southern Minnesota a few miles. You have to draw the line somewhere.

Not surprisingly, whatever locomotives were still around by the 1950's were more than likely to be preserved. Take the CB&Q for example, only four classes of road power were donated as park engines,



CB&Q S-4 class No 3003 at the Minneapolis GN Depot on September 27, 1957, assigned to a fantrip. Notice the tender is taller than the pattern dome behind the engine. (C Johnson Photo)



CB&Q No 35 (built for the Hannibal & St Joseph) is now on static display in a St Joseph, MO museum. (Paul Joyce Collection)

but they spanned many years. They include; 4-6-0's from 1899-1903, 2-8-2's from 1923, 4-6-4's from 1930, and 4-8-4's from 1940. Besides corporate donations, the other large group of survivors were sold to short lines and industrial roads where they hid out from the scappers for a few extra years. Typical of this case is CB&Q 2-6-0 No 1175. Built in 1898, it was sold to the Wyoming Railroad in 1930 where it worked till retirement in 1952.

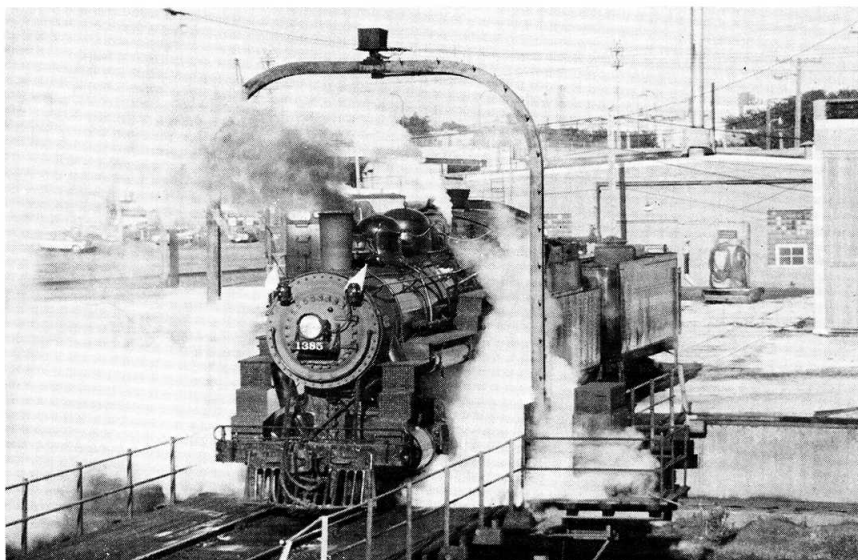
Though many of the locomotives are well known, the list contains some surprises. For instance, Canadian Pacific Railway No 1, the **Countess of Dufferin**, an 1872 4-4-0 displayed in Winnipeg for many years, is an ex-Northern Pacific locomotive which was sold by Jay Cooke during a tight cashflow period for the NP. Chicago & Northwestern 1873 vintage 4-4-0 is probably the only survivor of the Winona & St Peter. Retired in 1908, it resides at the **National Museum of Transport** in

St Louis. Perhaps the most obscure is Duluth, Virginia, & Rainy Lake (predecessor to the Duluth, Winnipeg, & Pacific) No 13. Built as a lumber road 2-6-0 in 1902, it wound up on display at Travel Town in Los Angeles. Somewhere along the line it gained a trailing truck becoming a 2-6-2.

Anyone who wants a copy of the Steam Locomotive Directory can write to:

**Transportation Trails
9698 W Judson Road
Polo, IL 61604**

The two volume set sells for approximately \$50.00.



C&NW class R-1 No 1385 at the Harrison Street (Minneapolis Junction) Roundhouse in May 1985. (Bob Ball Photo)



CB&Q class O-5a is a perfect example of 1940's superpower steam. It's not hard to see that EMD was going to have a tough time proving their FT model diesel locomotives were better than this. These locomotives were built in the company's own West Burlington, IA shops in 1940. In latter years many of the O-5a class locomotives were modified into class O-5b. Four engines of the O-5 class survive today with a fifth, No 5632 surviving into the late 1960's but was cut up anyway. (P Joyce Collection)

Surviving Minnesota Steam

Chicago, Burlington, & Quincy

Number	Type	Class	Built	Location	Status	Notes
35	4-4-0	A-2	1892	St Joseph, MO	Display	
637	4-6-0	K-2	1892	Aurora, IL	Display	
910	4-6-0	K-4	1901	Lincoln, NE	Display	
915	4-6-0	K-4	1903	Council Bluffs, IA	Display	
919	4-6-0	K-4	1903	Alliance, NE	Display	
967	4-6-0	K-10	1899	Minden, NE	Display	
1175	2-6-0	H-2	1898	Buffalo, WY	Display	
1548	0-6-0	G-3	1912	Akron, OH	Display	
3001	4-6-4	S-4	1930	Ottumwa, IA	Display	
3003	4-6-4	S-4	1930	Burlington, IA	Display	
3006	4-6-4	S-4	1930	Galesburg, IL	Display	
3007	4-6-4	S-4	1930	Grigsville, IL	Display	
4000	4-6-4	S-4A	1930	LaCrosse, WI	Display	Was streamlined and named "Aeolus" for several years and used as backup Twin Cities Zephyr power
4960	2-8-2	O-1A	1923	New Haven, IN	Restoration	Under restoration for Mid-Continent
4963	2-8-2	O-1A	1923	Chicago, IL	Stored	
4978	2-8-2	O-1A	1923	Ottawa, IL	Display	
4994	2-8-2	O-1A	1923	Lubbock, TX	Display	
5614	4-8-4	O-5A	1940	St Joseph, MO	Display	
5629	4-8-4	O-5A	1940	Golden, CO	Display	
5631	4-8-4	O-5A	1940	Sheridan, WY	Display	
5633	4-8-4	O-5A	1940	Douglas, WY	Display	

Chicago, Milwaukee, St Paul & Pacific

Number	Type	Class	Built	Location	Status	Notes
111	4-4-0		1857	El Paso, TX	Display	Ex-Milwaukee & Mississippi, sold to Arizona & Southeastern 1889
261	4-8-4	S-3	1944	Green Bay, WI	Display	
265	4-8-4	S-3	1944	Union, IL	Display	
1004	4-6-0	G-8	1900	Austin, MN	Display	
1057	0-4-0T	J-2A	1885	Sidney, MT	Display	Sold to Holly Sugar Co 1934, originally an 0-4-0
1416	0-6-0	I-5A	1908	Evansville, IN	Display	Sold to an Indiana gravel pit 1952

Chicago & Northwestern

Number	Type	Class	Built	Location	Status	Notes
175	4-6-0	R-1	1908	Houghton, MI	Stored	
279	2-6-0	D-11	1912	Pioche, NE	Display	
444	4-6-0	R-1	1906	Denver, CO	Display	
1015	4-4-2	D	1900	St Louis, MO	Display	
1040	4-4-0		1873	St Louis, MO	Display	
1385	4-6-0	R-1	1907	North Freedom, WI	Operational	

Chicago, Rock Island, & Pacific

Number	Type	Class	Built	Location	Status	Notes
82	0-4-0T		1884	Jamestown, CA	Stored	Sold to Pacific Gas & Electric
887	4-6-2	P-31	1909	Dunlap, IL	Display	
938	4-6-2	N-37	1910	Enid, OK	Display	

Duluth & Iron Range

Number	Type	Class	Built	Location	Status	Notes
3	2-6-0		1883	Two Harbors, MN	Display	Sold to Duluth, & Northern MN in 1888
1218	2-8-0	K-1	1910	Tower, MN	Display	Originally D&IR No 218

Duluth, Missabe & Iron Range

Number	Type	Class	Built	Location	Status	Notes
225	2-8-8-4	M-3	1941	Proctor, MN	Display	Lake Superior Museum of Transportation
227	2-8-8-4	M-3	1941	Duluth, MN	Display	
229	2-8-8-4	M-4	1943	Two Harbors, MN	Display	
604	0-10-2	S-7	1936	Greenville, PA	Display	Built for the Union RY, sold to DM&IR 1949, sold to Bessemer & Lake Erie 1963
1330	2-8-2	N-6	1929	Gary, IN	Display	Leased from Elgin, Joliet & Eastern 1948-1962

Duluth, Missabe & Northern

Number	Type	Class	Built	Location	Status	Notes
64	0-8-0	S-4	1910	Mountain Iron, MN	Display	Sold to Oliver Iron Mining 1927
347	2-8-0	C-3	1907	Chisholm, MN	Display	
502	2-10-2	E	1916	St Louis, MO	Display	
506	2-10-2	E-1	1919	Green Bay, WI	Display	

Duluth & Northeastern

Number	Type	Class	Built	Location	Status	Notes
14	2-8-0		1913	Hill City, SD	Display	Sold to D&NE 1955, ex-DM&IR No 348 Sold to D&NE 1955, ex-DM&IR No 332
16	2-8-0		1913	Clouquet, MN	Display	
27	2-8-0	C-3	1907	Barnum, MN	Display	
28	2-8-0	C-3	1906	Duluth, MN	Display	

Duluth & Northern Minnesota

Number	Type	Class	Built	Location	Status	Notes
14	2-8-2		1913	Duluth, MN	Restoration	Sold to Lake Superior & Ishpeming 1923, sold to Inland Lime & Stone in MI 1959

Duluth, Virginia & Rainy Lake

Number	Type	Class	Built	Location	Status	Notes
13	2-6-2		1902	Los Angeles, CA	Display	Sold to C.H. Sharp Construction in Los Angeles 1908

Great Northern

Number	Type	Class	Built	Location	Status	Notes
1	4-4-0		1861	Duluth, MN	Display	Ex-St Paul & Pacific, William Crooks
1147	2-8-0	F-8	1902	Wenatchee, WA	Display	
1246	2-8-0	F-8	1907	Chiloquin, OR	Stored	
1355	4-6-2	H-5	1909	Sioux City, IA	Restoration	
2507	4-8-2	P-2	1923	Marryhil, WA	Display	
2523	4-8-2	P-2	1923	Willmar, MN	Display	
2584	4-8-4	S-2	1930	Havre, MT	Display	
3059	2-8-2	O-1	1913	Williston, ND	Display	

Green Bay & Western

Number	Type	Class	Built	Location	Status	Notes
350	2-8-0		1929	North Freedom, WI	Restoration	Sold to Consolidated Paper, Wisconsin Rapids, 1950

Minneapolis & St Louis

Number	Type	Class	Built	Location	Status	Notes
457	2-8-0	H5-42	1912	Mason City, IA	Display	Sold to American Crystal Sugar Sold to Klein Brick Co, Chaska, MN 1943
471	2-8-0	H6-38	1910	Annandale, MN	Display	

Minneapolis, St Paul & Sault Ste Marie

Number	Type	Class	Built	Location	Status	Notes
X90	0-6-0T	B	1887	Manitowoc, WI	Display	Built as an 0-6-0, longtime Shoreham shop switcher Sold to Koppers Coke, St Paul, MN 1955 Sold to Koppers Coke, St Paul, MN 1955
346	0-6-0	B-4	1915	Rochester, MN	Display	
353	0-6-0	B-4	1920	Rolaag, MN	Display	
440	2-8-0	F-8	1903	Harvey, ND	Display	
451	2-8-0	F-9	1905	New Town, ND	Display	

730	4-6-2	H-3	1911	Gladstone, MI	Display	
735	4-6-2	H-3	1913	Minot, ND	Display	
736	4-6-2	H-3	1913	Appleton, WI	Display	
950	2-10-0	G	1900	Ashland, WI	Display	Only Decapod on the Soo, Ashland ore dock switcher
1003	2-8-2	L-1	1913	Superior, WI	Restoration	
1011	2-8-2	L-2	1920	Ladysmith, WI	Display	
1024	2-8-2	L-4	1912	Thief River Falls, MN	Display	Ex-Chicago, Indianapolis & Louisville (Monon) No 504, sold to Soo 1944

Minnesota Steel Company

Number	Type	Class	Built	Location	Status	Notes
7	0-4-0T		1915	Chisholm, MN	Serviceable	

Northern Pacific

Number	Type	Class	Built	Location	Status	Notes
1	0-4-0		1870	Duluth, MN	Display	Minnetonka, sold to Ainsworth & Simpson Lumber 1886, sold to Port Blakely Mill in Montesano, WA 1889, sold to Polson Logging in Hoquaim, WA 1895, sold back to NP 1933
10	0-6-0T	L-4	1896	Brainerd, MN	Display	Ex-St Paul & Duluth 0-6-0
25	2-8-0	Y-1	1899	Butte, MT	Display	
56	4-4-0		1872	Winnipeg, MB	Display	Ex-NP 56, sold to Joseph Whitehead Construction Co in Winnipeg, MB 1877, sold to Canadian Pacific 1883 as their No 1, "Countess of Dufferin", sold to Columbia River Lumber in Vancouver, BC 1897, now displayed as CP No 1, Countess of Dufferin
328	4-6-0	S-10	1907	St Paul, MN	Operational	Originally built in 1905 for the Chicago Southern, but was repossessed by ALCO and resold to the NP in 1907
684	4-4-0	C-1	1883	West Fargo, ND	Display	Sold to Nezperce & Idaho 1928, sold back to NP 1951
924	0-6-0	L-5	1899	Chehalis, WA	Stored	Ex-St Paul & Duluth, sold to Inland Empire Paper Co 1923
1031	0-6-0	L-7	1903	Billings, MT	Display	
1068	0-6-0	L-9	1907	Dillworth, MN	Display	
1070	0-6-0	L-9	1907	Wickersham, WA	Operational	Sold to Simpson Timber Co in WA 1959
1354	4-6-0	S-4	1902	Pasco, WA	Display	
1356	4-6-0	S-4	1902	Missoula, MT	Display	
1364	4-6-0	S-4	1902	Tacoma, WA	Stored	
1382	4-6-0	S-4	1902	Helena, MT	Display	
1762	2-8-2	W-3	1917	Vancouver, WA	Display	Ex-NP 1762 sold to Spokane, Portland & Seattle 1944 as their class O-3 No 539, now displayed as SP&S No 539
2152	4-6-2	Q-3	1909	Auburn, WA	Display	
2153	4-6-2	Q-3	1909	East Grand Forks, MN	Display	
2156	4-6-2	Q-3	1909	St Paul, MN	Restoration	
2164	4-6-2	Q-3	1909	Bismarck, ND	Display	
2435	2-6-2	T	1907	Duluth, MN	Display	
	0-4-0		1945	Brainerd, MN	Display	Narrow gauge fireless cooker used in the NP Brainerd, MN tie creosote plant

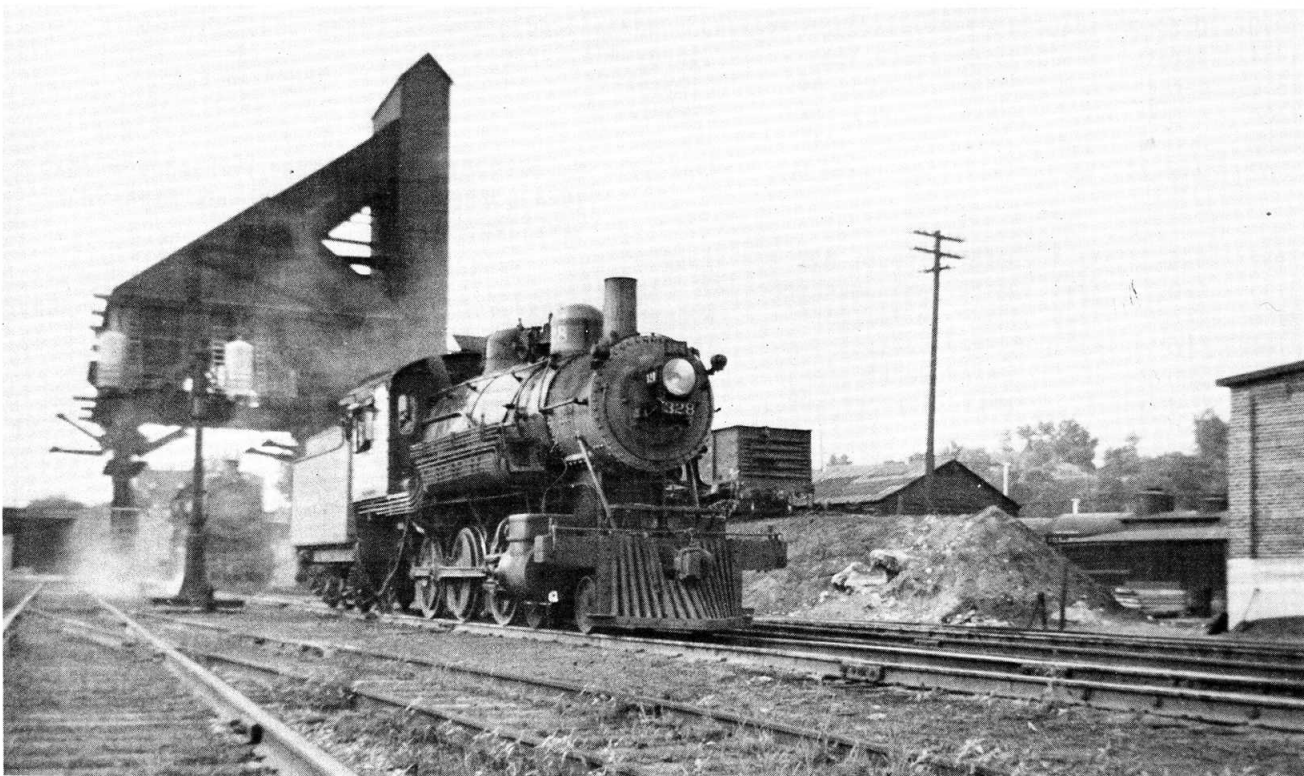
Wisconsin Central

Number	Type	Class	Built	Location	Status	Notes
2425	2-8-0	F-21	1909	Enderlin, ND	Display	
2442	2-8-0	F-22	1911	Marshfield, WI	Display	
2645	4-6-0	E-25s	1900	North Freedom, WI	Display	
2713	4-6-2	H-21	1911	Stevens Point, WI	Display	
2714	4-6-2	H-22	1914	Fond du Lac, WI	Display	
2719	4-6-2	H-23	1923	Eau Claire, WI	Display	



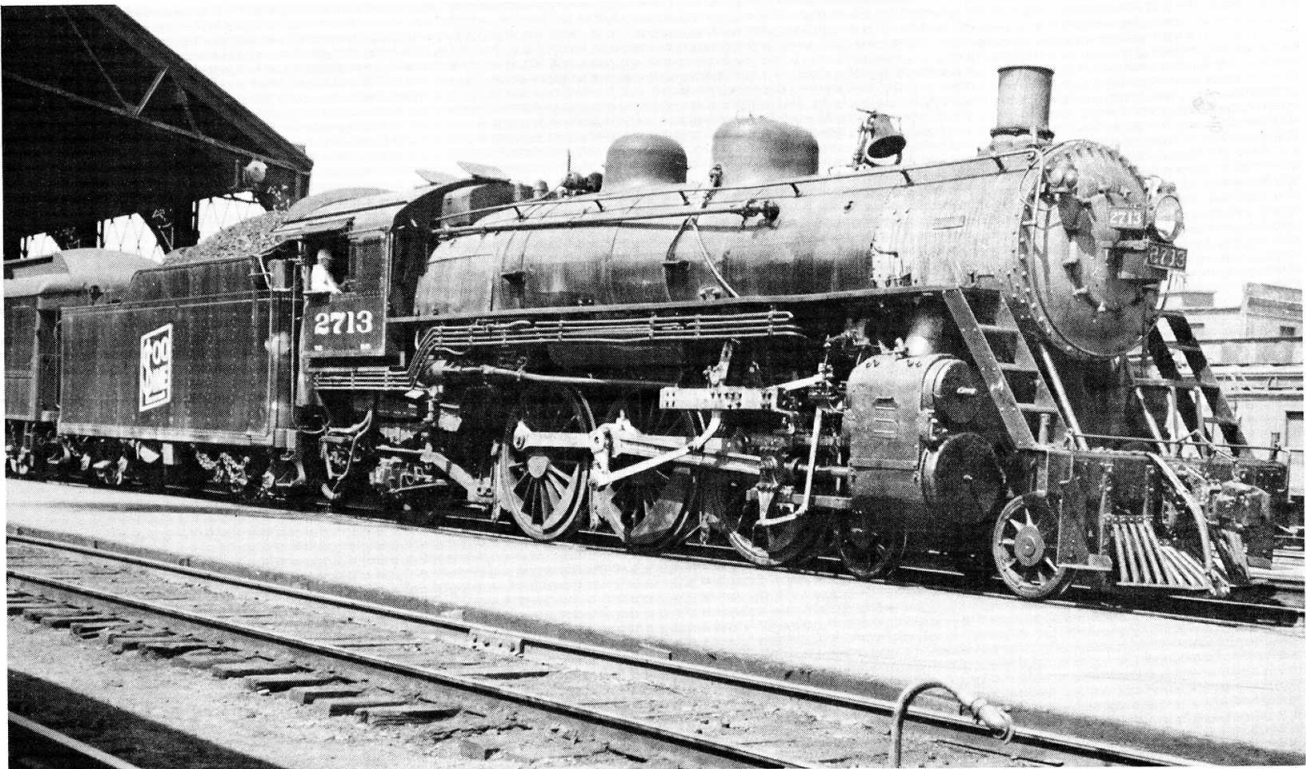
Above: Duluth & Northeastern Consolidation No 27 blasts through the snow at Saginaw, MN during March of 1963. Saginaw is the interchange point between the D&NE and the DM&IR. (Bill Graham Photo)

Below: Northern Pacific Ten Wheeler No 328 sits near the coal chute at the NP's Mississippi Street Roundhouse in 1947. A note from the photographer says he took the picture with a two dollar camera. Looks as good as most 500 dollar Japanese cameras of today. (Emil Skok Photo)





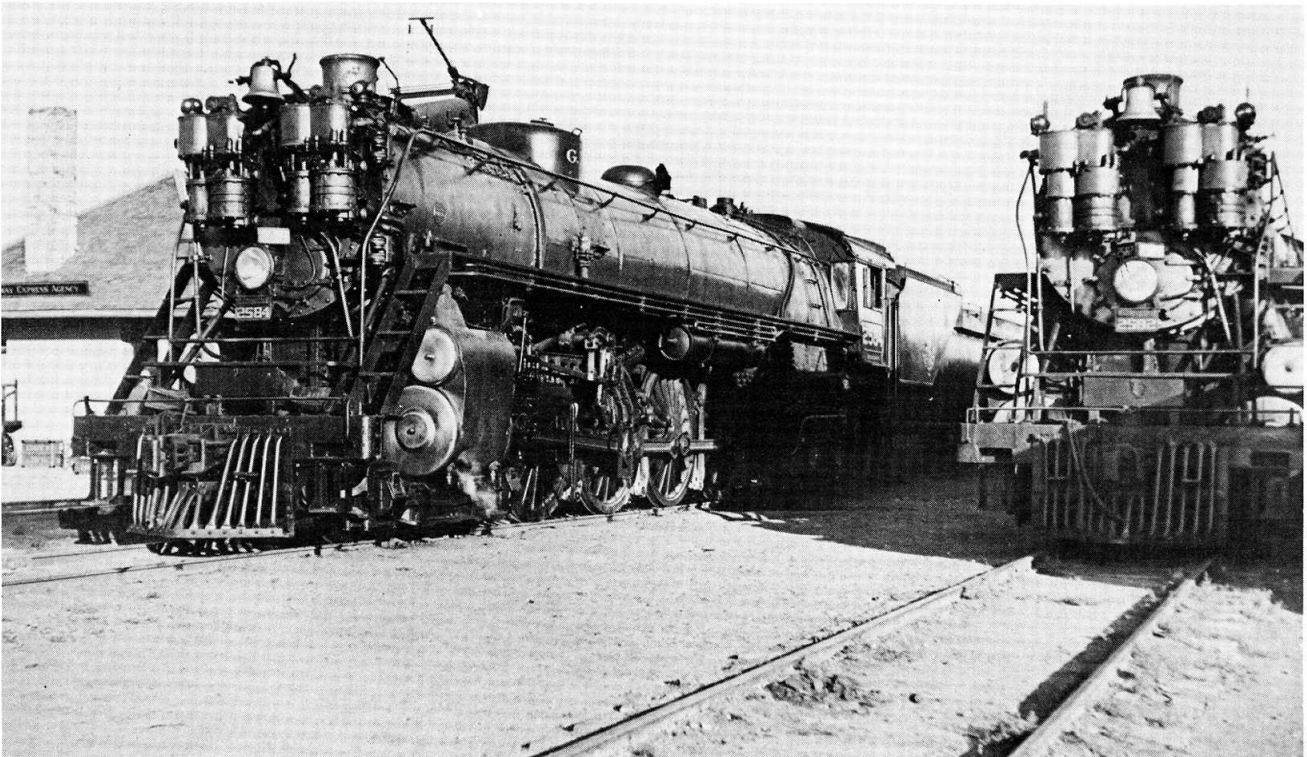
Above: Soo Line Pacific No 730 takes its one car train past the interlocking tower at West Duluth in 1955. It appears to be the Grassy Point drawbridge in the background. (Wayne Olsen Photo)
Below: Wisconsin Central Pacific No 2713 is on the point of train No 62, Minneapolis to Duluth in April of 1952. Out of Minneapolis, Soo passenger trains used the Milwaukee Road Depot and here we see train No 62 preparing to depart the old Milwaukee Road trainshed. Today both engine ad depot still exist although the future of the depot is uncertain. (Paul Joyce Collection)

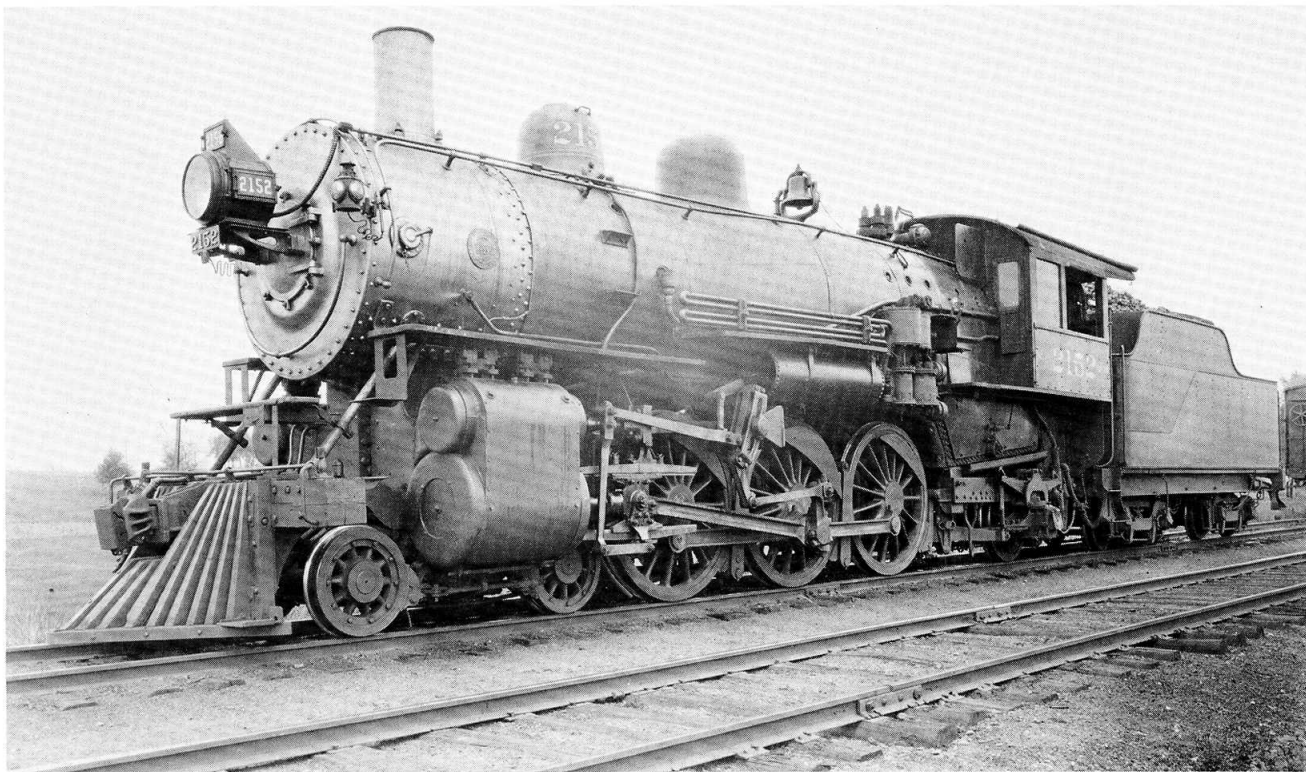




Above: It's July 1961 and up on the Iron Range of Minnesota, steam power has yet to give in to the diesel. This day finds spit and polish DM&IR Yellowstone No 225 at the NP's Duluth Union Depot preparing to back down onto its passenger extra. (Bill Graham Photo)

Below: Before Amtrak Superliners and Great Northern orange and green, the Empire Builder was powered by steam! Everything about the new GN Northern's suggested speed, from the clean, sleek lines of the boiler, to their 80 inch drivers and smokebox mounted cross compounds. GN Northern No 2584 pauses in White Fish, MT sometime during 1939. (Jeffrey Braun Collection)



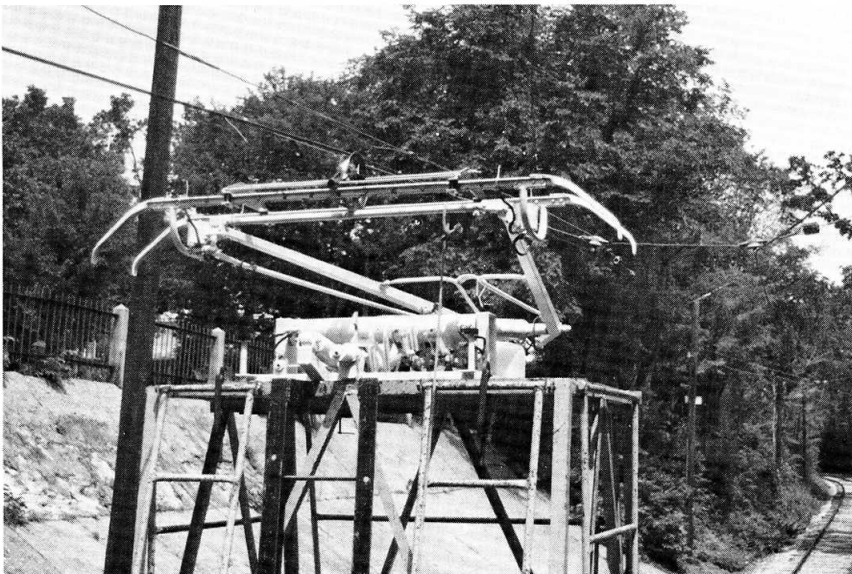


Judging by the spoked engine truck, wood pilot and pilot beam, and recently blanked out side cab window, this photo of NP Pacific No 2152 was taken sometime between the late 1920's and mid 1930's. The Q-3's were built in 1909 to power the NP's North Coast Limited. (Ben Curry Collection)

Check It Out !

For some time there have been plans to bring a San Jose LRV to Lake Harriet as a demonstration. Not Surprisingly this had something to do with **George Isaacs** holding a position on the Regional Transit Board. Alas, the Legislature reconstituted the RTB this summer and George was not reappointed so it appears that the demonstration will not take place. As a footnote to what might have been, check out the photo. MTM proved that an eight inch TCRT trolley wheel will stay on the wire moving backwards at 20 miles per hour and there's also proof that you don't have to tinker with the overhead just to run something with a pantograph.

UTDC, the car's manufacturer, sent the weighty apparatus to George, who designed a horizontally sliding trolley wheel atop the pantograph. The whole works was mounted on the tower car and performed just fine, thank you. Remember, you saw it here first.



Pantograph and trolley wheel assembly was mounted on top of the tower car at Como Harriet in order to test its operation. Too bad the unit can't be tested out on an actual car. (Aaron Isaacs Photo)





Above: It appears to be a quiet day on Chestnut Street in Stillwater, MN as a TCL passenger is blurred as they exit the streetcar. The date is June 11, 1911, and the photographer is looking west. For some reason the streetcar appears to be running down the wrong side of the street. (John Runk Photo)

Inside Back Cover: NP No 328 passes over old Highway 212 just West of Lake Elmo, MN on its way toward Hudson, WI May 19, 1984. Except for the railfans hanging out the doors and the C&NW markings on the bridge, it could be a scene from the 1940's of a NP mixed train. (Mike Miller Photo)

Back Cover: Is it the 1930's in the Twin Ports or the 1980's in the Twin Cities? 1930's color photos of the Duluth Street Railway being rare indeed, one would have to conclude this must be DSR No 265 running on the MTM's Como-Harriet line. It is October 1983 and 265 is a newcomer to the CHSL. While many of the old timers prefer No 1300 over 265, no one can deny the fact that No 265 is a beautiful car soon to be joined in service by another beautifully restored DSR car, No 78. (John Prestholdt Photo)



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August 2021

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